

# Fishing Vessel Safety Issues

**A Case for Alternative Compliance Safety  
Agreements**

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# How are we loosing Fishermen?

- Vessel Losses = 52% of the Fatalities
- Man Overboard = 31%
- Occupational Injury = 10%
- Diving or Shore Related = 7%
- While the numbers have gone down, the percentages have not changed much.
- We have Life saving equipment, but we are still loosing vessels



# No Matter the Size of the Vessel We All Need The Same Things

- A Watertight Hull
- A Vessel with Good Stability
- No Fires – Fires are BAD for everyone
- Good Decisions in Bad Weather





# How do we ASSURE the Integrity of our Vessels?

- Fishing Vessels that Process must be Load Lined and Classed
- The Original Stability and structure must be maintained and any significant changes must be reviewed by the Class Society and documented.
- Typically Fishing Vessels Built Prior to 1991 and not Processing the fish are not required to be load lined or classed



# So What is Out There for the Unclassed Vessels?





# Alternative Compliance Safety Agreement

- ACSA Created to Cover Alaska H&G Fleet
- Vessels Processing “Beyond minimal processing” without meeting Load Line and Class
- Vessels unable to meet Load Line and Class due to age and Class Society policy
- Alternative program worked out in cooperation with the fleet.

# What ACSA Consists of...

- Vessel Stability
- Dry Docking Inspections
- Dockside Inspections
- Training
- Life Saving Equipment
- Observed Drills



# Stability

- Vessel Must Have a Stability Book and have been Inclined or Dead weight survey within last 5 years
- Watertight integrity
- Dry-dockings
- Factory Sump Pumps or Freeing Ports and Scuttles

# Dry Docking Inspection

- Initial Inspection
- Follow up inspections – 2 out of every 5 years, not to exceed 3 years between
- Shell Plating – Visual and Audio Gauging
- Penetrations & Valves
- Shafts & Rudders
- Piping



# ACSA Dockside Inspections

- Watertight Integrity Plan
- Fire Boundaries
- Engine Alarms and Shutdowns
- High Water Alarms
- Wiring, Fuel Lines
- Etc





# Life Saving & Fire Equipment

- Life Raft can be Launched by 1 person
- Strobes, not lights, on immersion suits
- Portable Dewatering/Fire Pump
- Fire Fighting Equipment
- Fixed Systems
- Alarms
- Communication and Navigation Equipment





# Training & Observed Drills

- ACSA program requires: Annual inspections and Observed Drills
- More educational than a “TEST”
- But if critical point are missed the vessel may be held for a “Redo” the next day...
- Abandon Ship, Fire, Man Overboard Recovery
- **REQUIRES** Drill Conductors onboard







# Annual Verification

- ACSA requires: Annual Review and Verification
- Mid-Period Inspections
- Follow Up on Issued Deficiencies
- Annual Observed Drills





# Summary

- ACSA is only 4 years old. Major advantages of the program:
- Reduced down time of the fleet.
- Saved lives
- Improved the material condition of the fleet.

# Suggestions for Fishing Vessel Safety Improvement

- The Coast Guard should IMMEDIATELY review the vessel losses throughout country. Work with industry to establish Tailored ACSA Program for each District.
- Study the 79 Foot or 16 person Line... Is it time to focus more on the smaller vessels?



# QUESTIONS?



# References

- MMWR Morbidity and Mortality Weekly Report **Commercial Fishing Deaths — United States, 2000–2009** Lincoln, PhD, D Lucas, MS, Alaska Pacific Regional Office, National Institute for Occupational Safety and Health, CDC.  
[http://www.cdc.gov/mmwr/preview/mmwrhtml/mm5927a2.htm?s\\_cid=mm5927a2\\_w](http://www.cdc.gov/mmwr/preview/mmwrhtml/mm5927a2.htm?s_cid=mm5927a2_w)
- ACSA Implementation Guide [http://homeport.uscg.mil/cgi-bin/st/portal/uscg\\_docs/MyCG/Editorial/20100610/ACSA%20Imp%20Guide%2014%20Sep%2009.pdf?id=4e8acfbfbeca1d2a7b0c549ea2a81eecfb1483ae](http://homeport.uscg.mil/cgi-bin/st/portal/uscg_docs/MyCG/Editorial/20100610/ACSA%20Imp%20Guide%2014%20Sep%2009.pdf?id=4e8acfbfbeca1d2a7b0c549ea2a81eecfb1483ae)
- 46 CFR Part 28 [--REQUIREMENTS FOR COMMERCIAL FISHING INDUSTRY VESSELS](#)